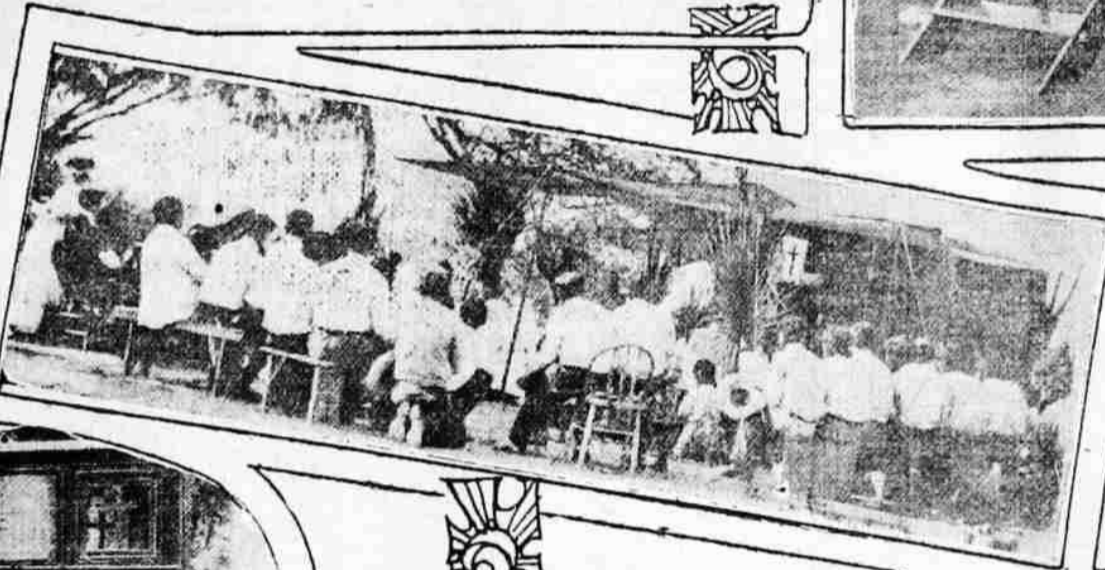
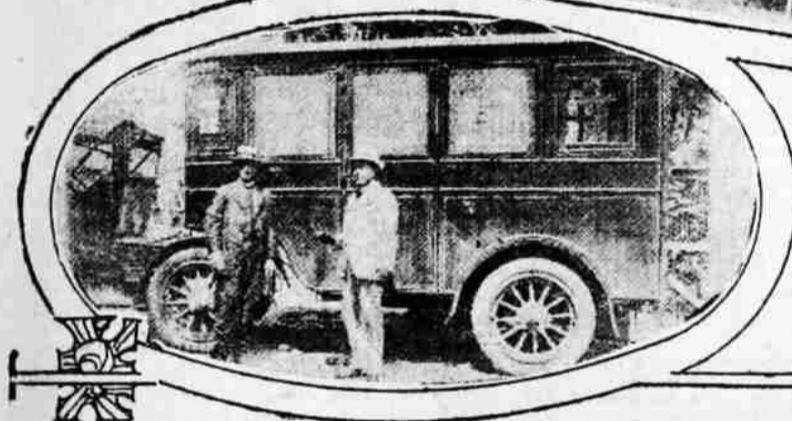


CIRCUIT RIDING UP-TO-DATE

Church on Rubber Tires
Travels With the
Pastor From Town
to Town Where
Services Are Held and
Marriage
Rites
Per-
formed



VIEWS of the motor chapel.



It is a long cry from the old-time circuit rider who used to go from parish to parish on horseback, preaching the gospel, to the present day motor church on rubber tires, which is pulled by a gasoline engine.

Several motor chapels have recently been in service throughout the country. One of these, St. Joseph, has just gone out for its first season's tour. St. Joseph is patterned after St. Peter, the first motor chapel to be built.

The chapel part proper is a taller, attached to the chassis in front, which acts as a tractor. The two parts are detachable. The chapel is supported with adjustable supports in front. The chassis is a forty horse-power runabout, especially constructed for this outfit. The tires are made especially heavy, but the car runs as light as a touring car. The two wheels on the chapel part are the same kind of wheels as are on the chassis. The chapel is constructed very light, although very strong, with a view of standing long and hard trips.

The chassis is supplied with its own electric generator, for light, in both the runabout and the chapel. However, for supplying illumination during the services at night, the car is equipped with three large lanterns. These lanterns are supported on brackets placed in suitable parts of the car.

The inside of the car is divided into two compartments. The rear compartment is the sanctuary, equipped with a small altar, well supplied with the usual accessories, such as candle sticks, crucifixes and flower vases. The chalice and ciborium are always kept in the tabernacle when in transit. It is needless to state that the Blessed Sacrament is not kept in the tabernacle when the car is in motion. The Blessed Sacrament is only kept in the tabernacle when a stop is made at one place for several days, and arrangements have been made for benediction in the evening.

Immediately underneath the table part of the altar is a long drawer, divided into various spaces, to receive for safekeeping the various vestments, for mass and benediction, including a baptismal outfit, sacristy manuals, and a copy of the Bible. Directly below this drawer is a space to receive the folding organ and the folding prie-dieu and confessional.

The rear doors are opened, and an extension drop platform is let down, to form an extension of the sanctuary floor. The altar railing and the step to the ground are all hinged to this drop platform, and can be folded, and immediately pushed back into place, in two minutes, when the car is ready to be taken to another point.

The windows of the chapel are made of heavy beveled plate glass. On the two windows in the sanctuary compartment are painted in gold leaf, a cross with rays, giving the sanctuary a devotional appearance. All the candlesticks, and the crucifix on the altar, are rigidly fastened, so that they need not be removed at any time. The sanctuary is just large enough for the officiating priest and one attendant.

When holy communion is distributed, the people receive, kneeling on the ground in front of the sanctuary.

The officiating priest descends from the sanctuary to the ground, by means of the step.

An awning is carried with the equipment, which extends from the roof to a distance of twenty feet from the sanctuary, and covers an area of eighteen feet wide. This awning is only used in case of necessity.

The other compartment of the car between the rear of the sanctuary and the front part, is used as living quarters, for two persons. This compartment is supplied with one

lower and upper berth, which are removed and put away in a locker. The sectional table is likewise a part of the furnishing of this compartment.

In case of necessity, there is included in the equipment a small cooking outfit, with an alcohol stove, all of which occupies a very little space. The rest of the locker space is used for the bed clothing, coats, and for the personal effects of the occupants.

The floor of the car is only two feet high from the ground, and is very easily entered by means of the little extension step. The windows in the living quarters are made of steel, and can be folded into a very small space.

can be let down at will. Little carriage curtains are provided for, ready for use, whenever needed. The chairs used in the sanctuary and in the living quarters are made of steel, and can be folded into a very small space.

The color of the car is what is

known as Brewster green, and the stripings are all in gold leaf, with gothic lines. The inside finish of the car is mahogany stained.

The weight of this car is quite light, and particularly because of the fact, that it is distributed. This whole chapel equipment can traverse any road, and cross any bridge that any ordinary touring car can travel over. The maximum speed of this car is thirty miles per hour.

This car has been assigned to the mission field for the present, along

complete renovation and some structural changes; and it will be used in the San Antonio diocese for mission work among the Mexicans, and also for mission work among American settlers.

Bishop Shaw of San Antonio expects very good results from the operation of the car in his diocese. He said:

"This new motor chapel, St. Joseph, will be under the charge of the missionaries of the order of the 'Oblates of Mary Immaculate,' who have done such excellent work with the motor chapel, St. Joseph, during the past year.

"The experience we had with the motor chapel St. Peter along the Rio Grande has fully justified the continuation of this kind of missionary work with the aid of this kind of a church on wheels.

"Many were brought back to the church again and many received for the first time holy communion on the occasion of a visit of the motor chapel. Marriages have been re-valuated, children and adults have been confirmed, and to many the gospel has been preached."

Carp in Salton Sea.

Five years ago it was a common saying in Imperial Valley that the waters of Salton Sea would assay 20 per cent carp. Since then the sea has diminished through evaporation under the rays of the sun and the carp have multiplied and increased enormously.

Now an infinitesimal percentage, say twenty or thirty tons a day, of these non-edible fish are to be

taken out and converted into fertilizer and oil.

A company has purchased the fishing rights from the Southern Pacific Company, which owns alternate sections of land under the sea, and proposes to begin operations in about two months. It will take out twenty to thirty tons of carp a day.

Salton Sea carp weigh five to fifteen pounds each. If the company converts twenty tons of them a day into fertilizer, it will take from the sea in a year 1,200,000. A female carp spawns three times a year, laying 500,000 to 1,000,000 eggs each time. Because the water is warm and conditions exceptionally favorable in the Imperial Valley lake, it is said that 75 per cent of these mature. So one female carp, according to fishermen's estimates, would produce in a year 1,300,000 other carp, or 160,000 more than the fertilizer factory will use.

But the female carp, chortling in derision at the puny efforts of the fishermen to depopulate the sea, must consider (if fish have anything to consider with) that myriads of denizens of the air are on the job all the time, and their voracious appetites must be satisfied. Pelicans, gulls and other sea birds in enormous numbers make the sea a stopping or abiding place. Most of them prefer a fish diet and the carp are usually their victims.

There is evidence to support the belief that at one time all the area of the sink of which Imperial Valley is a part was under the ocean, but within the memory of man it was, until a few years ago, a dry, scorching, lifeless desert.

Then came the discovery that the silty deposits had made the richest and most productive soil on earth, and that the waters of the Colorado River could be brought to irrigate it. Twelve years ago, when early settlers in the valley were beginning to amaze the world with their crop yields, the turbulent river destroyed the restraining levees, changed its course and sent a great volume of water pouring from the Mexican boundary line northward through the valley in two great rivers.

These rivers, the Alamo and Uew River, typified disaster at the time, but their beds have since become an asset worth many times as much as the damage the flood caused. They provide a perfect draining system that would otherwise cost millions of dollars to construct. At the time of the diversion the bulk of the water that flowed through the valley in the two big channels came to rest in the low bowl at the northern end of the valley and created a sea ten miles long and eighty feet deep at the lowest point.

Ever since then some water has continued to flow into the lake, through the river channels, waste waters from irrigation and from that used for power purposes on the Alamo. It has long been a subject of controversy between engineers whether or not the evaporation under the intense heat is enough greater than the augmentation to eventually cause the lake to dry up and disappear. Most engineers now believe that up to a certain point the lake will diminish. It is considerably smaller now than it was ten years ago. But it is also believed that the limit of diminution has been almost reached. The surface area subject to evaporation has become less and, with the present flow of waste water continued, the lake will be kept intact at about its present size.

With the waters that rushed over the desert from the river came carp, bonytail, humpbacked suckers and other fish. They have propagated rapidly. It is a favorite diversion of transcontinental tourists to throw scraps of bread from the dining cars of trains passing over the long bridge near Salton and watch the greedy carp congregate. At times it is possible to see an acre of them packed so thickly that the water is literally alive with them, from the surface to the bottom of the sea.

Chicken Feed.

Russell Sage raised chickens as a hobby.

"What do you consider the best chicken feed?" a visitor asked one day.

"Oh, pennies, nickels and dimes," the farmer answered.

Whale Of a Pest!

BY GRANT WALLACE.

Ask any man—not a horticulturist—to name the biggest pest he ever met, and the chances are that he will become personal, or at best cite some pestiferous specimen of the genus homo measuring not over six feet from tip to tip. It has remained for the scientific experts at the Panama-Pacific International Exposition at San Francisco, to rub up against world-beating exhibits, to produce a kicking, sprawling, man-eating insect pest as big as a barn, a rival to Jonah's whale, and far superior to that back-number monster in the matter of interior upholstery.

This pest is a common or garden variety of potato beetle. Its movable jaws will form one entrance to its vitals. Its interior is equipped with electric lights, easy chairs, moving picture screens, sanitary plumbing and all modern conveniences for the comfort of such Jonahs as may yield to a desire to see for themselves just how the source of the spud patch man-ages to stow away so many acres of potato vines for breakfast. Its eyes, composed of multiple facets, form the windows, and illustrate how the insects can look in seventeen directions at once, and thus dodge the Paris green man.

The creature is not so fierce as he looks. He lies on his gaudy striped back. Like the business of the poor farmer, the bug's business is looking up—because it is flat on its back and has to. The model is scientifically accurate, and will writhe and munch and kick, and will be exhibited as one of the thousands of working models in the vast Horticultural Palace. He was selected as the horrible example, not only because the potato bug is notoriously a hard-working model, but for the reason that historically he is the most significant insect in America, since his spread over the Mississippi Valley caused the discovery of the value of Paris green and other arsenical means of an end to garden pests. He marks the beginning point of modern economic entomology.

This Jumbo among potato bugs rivals a California bungalow in size, if not in beauty. It is striped like a jail bird, and in bizarre coloring of orange and black, it rivals the seaside blazer. It is forty feet in length, twenty feet wide and forty feet from the floor to its feebly

waving feet. The frame is of gauze pipe over which the painted canvas skin is laced. The legs, jaws, and antennae are filled with air sacks. Air pressure applied through a spraying hose will produce lifelike motions of the legs, jaws and "whiskers" of the unhappy pest of the spud patch.

Within the model are three rooms at different levels, electrically lighted. The larger, in the body, is used as a lecture room, and moving picture and stereopticon auditorium. The platform at the thorax gives access to the chest or pro-thorax in which is a rest room with seats

POTATO bug at San Francisco fair.

in amphitheater form. In the beetle's head is a passageway and a compartment for the moving picture projector or magic lantern, the screen being between the two larger rooms.

Any one having doubts as to the painlessness of the operation of being devoured by a potato bug may have them set at rest, by entering the interior a-la the spud

vine, through the mouth of the beetle. People by the name of Murphy will be given an especial welcome at this portal. The fact that such an adventure suggests taking a stroll into the toothed cylinder of a threshing machine, need deter no one, for the jaws and "teeth" being made of soft air cushions, the experience of being munched by the insect should be less unpleasant even than that of Jonah when he was taken in by the whale. Besides, Jonah wasn't rewarded by finding in the interior an upholstered lounging room and a moving picture show in the stomach of

